

POLARIS®

1993





1992 MAJOR EVENT RACE RESULTS.

1992 was a fantastic year for racers riding Polaris machines. Success started early and then continued, with Formula III victories at Beausejour, Brainerd, Ashland, Escanaba, St. Gabriel and Plymouth, Wisconsin. Next the grueling International 500 Cross-Country Race was won for the fifth time in the last six years. In addition to the win, Polaris racers took the top 23 spots on XCRs. It didn't stop there. Polaris racers took the top eight spots in the Soo I-500.

INDEPENDENT RACER SUPPORT PROGRAM.

Polaris will continue its Independent Racer Support Program for the 1992-93 season. This program includes performance checks, contingency awards valued at over \$50,000 for winning selected races, and two full-time race coordinators to assist Polaris racers with technical questions. For more information, call (612) 542-0533.

Winter Storm warning in effect.

It's been building ever since the day the first Polaris snowmobile burst onto the scene and changed the world of snowmobiling forever. This year conditions were finally right. The new Polaris 750 Indy Storm has erupted, in an explosion of snow and three-cylinder muscle that's bound to make the competition seek whatever shelter they can find.

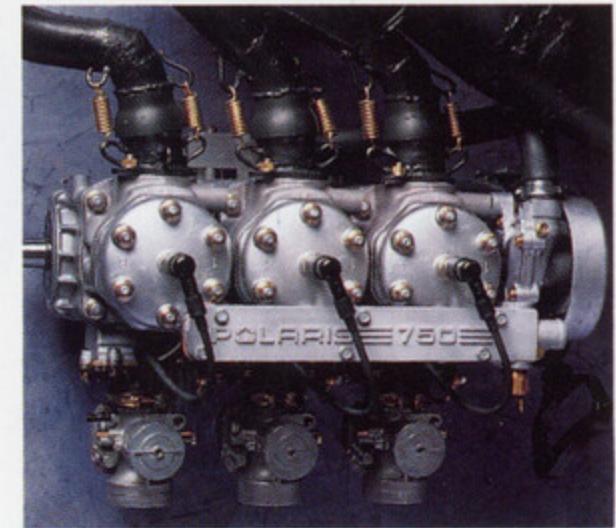
Along with the new Indy Storm, Polaris also introduces three models of the new 580 Indy XLT (Xtra Light Triple). Lighter and more

maneuverable than competitive sleds with a lot less engine, the XLT brings three-cylinder performance to a whole new level. Out of the hole it's already outperforming machines carrying much more displacement.

And it doesn't stop with the new Indy Storm, or the Indy XLT. This year, the entire Polaris line of snowmobiles promises to deliver more snow-busting, white-knuckle performance than ever before. And once they blow into dealerships across the country, winter will never be quite the same.

Indy Storm/Storm SKS

It sits there in a false calm, looking black and ornery as a distant thunder-head. Three cylinders, liquid-cooled and carrying huge amounts of displacement suddenly erupt, reaffirming the belief there is such a thing as a higher power. Three exhaust pipes twist out of the manifold like hurricanes out of the south. Three 38mm case reed-induced carburetors, fed by a 10.7 gallon fuel tank make sure the 750 Indy Storm rages on. An Improved Transfer (ITS) rear suspension reduces weight and shifts the load to the rear for better performance out of the hole. And along with an adjustable Independent Front Suspension (IFS), re-introduces the notion that the world is indeed flat. A newly designed chassis brings the engine lower to the ground, and in conjunction with a 38" ski stance (36.5" on SKS) provides handling and stability equal to the power of the machine. There's a torsion bar for even better handling. Carbide ski runners. Liquid-cooled hydraulic disc brake. A full set of gauges. Hand and thumbwarmers. And more. For powder, the Storm also comes in an SKS version with 133.5" track.

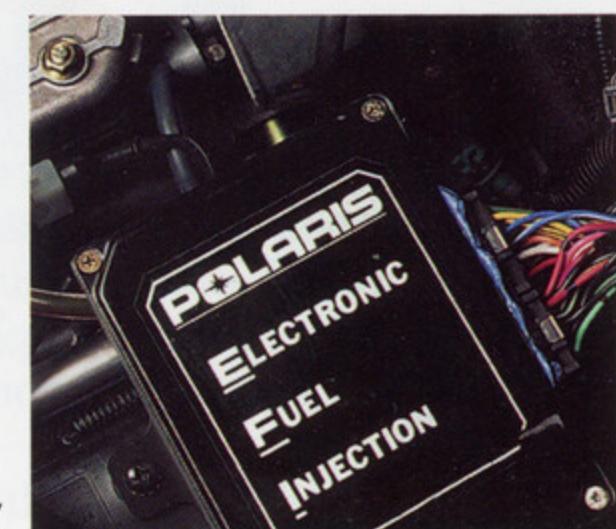


With its triple pipe exhaust system, the 750 Indy Storm may just blow you away.

Indy RXL/RXL SKS

Three years ago it was the first snowmobile in the world to boast Electronic Fuel Injection (EFI). Today the 650 Indy RXL continues to meter out three-cylinder explosions like fine-tuned artillery, no matter what the altitude or outside conditions. EFI also burns fuel more efficiently, makes cold starts easier, and eliminates the need to change jets. The Indy RXL comes liquid-cooled, and boasts the famous Polaris Independent Front Suspension (IFS), as well as the new Improved Transfer (ITS) rear suspension for better hole-shot traction. For powder, the RXL comes in an SKS version, with a 133.5" in-line block pattern track. Other standard features include a new silencing system. Carbide ski runners. Warning lights. Handwarmers. Adjustable handlebars. Liquid-cooled hydraulic disc brake. Front and rear bumpers. Plus a large, 11.9 gallon fuel tank.

RXL comes standard with low windshield.



EFI provides crisp, consistent high performance throughout the power band.

Indy XLT/XLT Special/XLT SKS

Lighter than competitive sleds with much smaller engines, the all powerful three-cylinder 580 Indy XLT offers a horsepower to weight ratio that brings the sport of snowmobiling to a whole new level. Three 34mm carburetors offer amazing performance through the entire power band. A 38" ski stance (36.5" on SKS), plus Independent Front and Improved Transfer (ITS) rear suspensions give the Xtra Light Triple solid handling, yet leave it incredibly maneuverable. The XLT Special has Fox® gas shocks front and rear, which allow it to perform beautifully on the roughest trails. For powder, the XLT comes in an SKS version with a 133.5" track. All three have carbide ski runners, a torsion bar, full gauges, front and rear bumpers, plus thumb and handwarmers as standard equipment.



The new Indy Xtra Light Triple boasts a power-to-weight ratio unlike any other machine.

Indy 500 EFI/500 EFI SKS

You'll find one in every family. You can't prevent it, things just happen. For the Polaris family of 500s, the 500 EFI is just plain mean. It's pure liquid-cooled, fuel-injected fury. Stand back and the graphics alone make it look like it's mad at something. Hit the throttle and there's no doubt about it. Independent Front and Improved Transfer (ITS) rear suspensions soften the charge. Superior clutching transfers power solidly to the snow. A fade-resistant hydraulic disc brake calms the beast quickly. Other standard equipment includes a wide 38" ski stance (36.5" on SKS) for better handling, 60-watt Halogen headlight, front and rear bumpers, full gauges and lights, hand and thumbwarmers, 11.9 gallon fuel tank and carbide ski runners. The 500 EFI also comes in an SKS powder version, with a 133.5" track.



The 500 EFI SKS comes with longer track for better powder performance.



Classic
500

Five Hundred

INDY Classic

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INTERNATIONAL SNOWMOBILE RACING HALL OF FAME INDUCTEES.

In any endeavor, certain individuals stand out. Their devoted passion creates immeasurable contributions. Polaris wishes to acknowledge 1992 inductee Leroy Lindblad, whose highly-successful 11-year racing career has risen him above the average and the everyday, to join the ranks of snowmobiling's immortals.



The U.S. Forest Service and the Bureau of Land Management have created the "Tread Lightly!" Foundation, a nationwide educational program for off-road enthusiasts. The program communicates common-sense guidelines too often forgotten. For more information, contact the U.S. Forest Service, 324 25th Street, Ogden, Utah 84401.

Tradition is a good thing to hold on to, but you better hold on tight.

Maybe it was your dad who first introduced you to snowmobiling. Maybe you started out riding two-up on your best friend's machine. Could be it was your spouse who got you into it. In any event, snowmobiling has become as much a part of you as your general disposition. And more of a winter tradition than insulated underwear.

Over the years, Polaris machines have taken the tradition of snowmobiling and claimed it as their own. Don't worry, they earned

it. By generating the kind of raw, gut-wrenching power that never goes out of style. By offering the handling, consistency and durability that stands up to the test of time. By offering all the standard extras that were once considered luxury. Machines like the Indy Classic, in one or two-up Touring version. The Indy 440 and the new 440 SKS. And the unforgettable Indy 440 XCR. Each, on its own merits, a machine to take seriously. And hold on to for all you're worth.

Indy Classic

The lightweight, Indy 500 Classic has always been recognized as the true flagship of the entire Polaris line. Even today, it provides the basic blueprint from which every other machine is designed. As advancements were made, the Classic was the first to reap the benefits. To date, the Indy Classic has inherited Polaris Independent Front and Improved Transfer (ITS) rear suspensions. A wide 38" ski stance. Liquid cooling. A full instrumentation panel and warning lights. Front and rear bumpers. Mirrors. Hand and thumbwarmers. A 60-watt Halogen headlight. E-Z steer skags. And most importantly, a 500 engine that'll give you the kind of white knuckles no glove will ever cure.

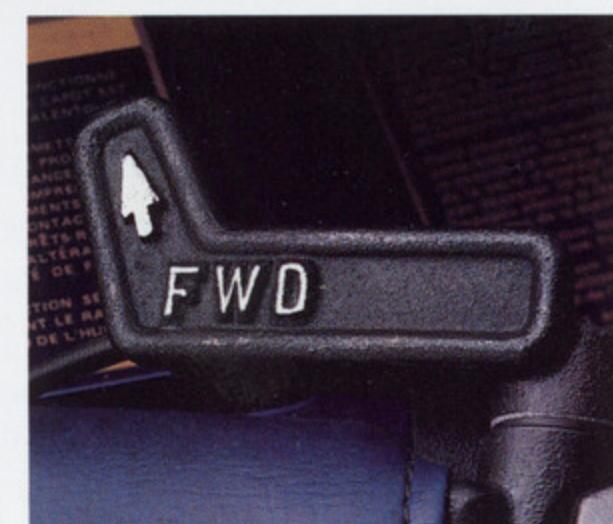


The Indy Classic features full instrumentation, including indicator and warning lights.

Indy Classic Touring

Look at the description for the Indy Classic, and we could repeat it here almost word for word. Rather than run you through the list again, let's just say the Indy Classic Touring offers the same race-winning speed, consistent high performance, and creature comfort features that earned the Classic its world-wide reputation. The only difference is that now you and a friend can enjoy it all at the same time. A 133.5" track helps carry the bigger payload. A two-up seat with four-position backrest lets you cruise in comfort.

An electric fuel gauge comes standard. So does electric start. And this year a reverse gear was added to make the Classic Touring even more maneuverable.



When there's little room to turn around, reverse gear helps keep you on track.

Indy 440/440 SKS

For those who would like to experience the thrill of lightweight, liquid-cooled performance without spending a lot of money, the Indy 440s are just the ticket. The liquid-cooled, 440 twin engine comes with 34mm carbs for solid performance and fuel economy. IFS and Improved Transfer (ITS) rear suspension provide the kind of smooth ride that is all Polaris. And E-Z steer skags (only on 121" track version) allow you to turn on a dime. This year we've adapted the powerful 440 for powder, by introducing it in the SKS version, which includes a full 133.5" of snow-spanning track. Like the Indy 440, the 440 SKS comes with standard additions such as a speedometer, tach, tripmeter, indicator lights, hand and thumbwarmers, bumpers front and rear, and an 11.9 gallon fuel tank.



Whether racing or cruising, the Indy 440's easy throttle system (not on SKS) takes kindly to thumbs.

Indy 440 XCR

In the '92 race season's I-500 cross-country race, the first 23 sleds to cross the finish line were Polaris XCRs. To this day, the XCR is known as the most versatile, responsive, high-speed buzz saw to ever rip through a cross-country course. Thirty-eight millimeter carbs, front and rear Fox® gas shocks, a new adjustable torsion bar, carbide ski runners, a wide 38" ski stance, hand and thumbwarmers and a liquid-cooled hydraulic disc brake are what made it happen. Everything else the sled has to offer is just icing on the cake.



Fox® gas shocks enhance the Indy 440 XCR's winning ride.



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10 SNOWMOBILING GUIDELINES TO BELIEVE IN.

1. Observe state and local laws governing snowmobile operation. They have been set up for your protection. 2. Traveling at night requires extra caution. Make sure your headlight and taillights are working. Do not "over-drive" your headlight beam. High speed driving at night is unwise and dangerous. 3. When traveling with a passenger aboard, it is the driver's responsibility to operate the machine in a safe manner. Some Polaris model snowmobiles are designed for a single occupant only. 4. Always be alert for fences. They are a serious hazard, especially after dark. 5. When traveling on lakes and streams that are strange to you, always check with local residents or authorities for conditions. 6. When traveling in a group of snowmobiles, allow ample stopping distances. Don't tailgate. 7. Look ahead, behind and to the sides before turning or crossing railroad crossings or highways. 8. Wear warm, comfortable and safe clothing designed for snowmobiling. 9. Always wear an approved helmet and eye protection. 10. Read and understand your owner's manual.

Lap of luxury, or seat of power?

The Taconite Trail, along the secluded Boundary Waters of Northern Minnesota. Canada's Sudbury Trail. The Old Forge area, in upstate New York. The trip up the mighty Yukon River, the gold rush highway of the late 1800s. And the endlessly breathtaking Canyon Lake Trail through snowmobiler's paradise, Yellowstone State Park.

Maybe you haven't experienced any of these legendary trails. Most people never will. But if you decide to try them, do it on the

only machines that have seen it all. The Polaris Indy Trail, Indy Trail Deluxe, or Indy Sport. Tough, durable snow machines that have earned the reputation for going the distance, whether they're breaking the way through wilderness, or cruising snowpack to some often-traveled destination. Machines that are comfortable enough to ride all day long. Yet powerful enough to make sure it's not just the scenery that leaves you breathless.

Indy Trail

It's high performance in a lightweight, fan-cooled sled. And so dependable, it would take you non-stop into summer if the snow held up. The beefy 488cc fan-cooled engine is Polaris reliable, and bulls its way down the trail like it never wants to shut down. A new wider 38" ski stance, plus the legendary Polaris Independent Front and the new Improved Transfer (ITS) rear suspensions provide for smooth handling and a comfortable ride under virtually any conditions. Handwarmers and a high sheltering windshield add to the comfort. Together with a long-haul 11.9 gallon fuel tank, the Indy Trail will spoil you rotten. There's also front and rear bumpers. A speedometer. A tachometer. Tripmeter. Indicator lights. And adjustable handlebars.



Polaris Improved Transfer (ITS) rear suspension provides comfort as well as hole-shot speed.

Indy Trail Deluxe

The truly ultimate machine when it comes to comfort and style, the Indy Trail Deluxe may be the only way to keep your couch-potato status and still explore the great outdoors. A standard two-up seat with four-position backrest lets you and a friend travel in luxury. IFS and Improved Transfer (ITS) rear suspension, plus a high sheltering windshield make for even smoother sailing. But don't let all that comfort fool you. The Trail Deluxe comes with the ever dependable 440 fan-cooled, twin carb engine, which is capable of rocketing you down the path of righteousness in no uncertain terms, yet remains highly fuel efficient. It also has front and rear bumpers, mirrors, speedometer, tachometer, tripmeter, handwarmers, indicator lights, adjustable handlebars, optional electric start and an 11.9 gallon fuel tank.



Built for comfort, the Indy Trail Deluxe comes with handwarmers as standard equipment.

Indy WideTrak

It's reliable. Dependable. And works like a plowhorse. Open the Indy WideTrak up and it dances across the powder. A wide, 20" track keeps you floating over the deep stuff. The 500 liquid-cooled engine pulls like a high-speed bulldozer. A high/low range transmission with reverse makes maneuvering a dream. There's storage under the seat, and a rack in the back—ample room for anything you need to get the job done. Other standard equipment includes a two-up seat with backrest, tow hitch, handwarmers, adjustable handlebars, front and rear bumpers, speedometer, tachometer and carbide ski runners.



Under-seat storage provides more than enough space for what you need on the trail.

Indy Sport

Lay on the throttle and the Indy Sport blows down the trail like a greyhound that's spent way too much time locked up. Snuggled up against the fan-cooled 440 engine, two 34mm Mikuni carburetors boost performance without sacrificing fuel economy. The Indy Sport includes the miracle of Independent Front Suspension in case you encounter bumps, and let's be frank, who doesn't encounter bumps. To sum up, one can best describe the Indy Sport as sleek, mean, and yet highly affordable. Oh yeah, it also has a new 11.9 gallon fuel tank. A standard front bumper. A speedometer. And a tripmeter. And a block-pattern track. And handwarmers. And a hydraulic disc brake. Heck it has it all.



The larger 11.9 gallon fuel tank means there's no excuse for running out of gas on the trail.



THE POLARIS GRANT-IN-AID PROGRAM.

Do you have an idea that will improve the sport of snowmobiling, an idea like a Park 'N Ride Lot or local trail maps? Polaris wants to hear it. We provide grants up to \$1,000 to clubs and associations for projects that fall outside their regular activities. Simply explain your idea, its timetable, how much money you need (up to \$1,000), and any other relevant facts that might help Polaris make its decisions. The deadline for GRANT-IN-AID applications is September 30, 1992. Address it to: Marlys Knutson, Polaris Industries L.P., 1225 Hwy. 169 North, Minneapolis, MN 55441. If you have any questions, please call Marlys at (612) 542-0533.

How the Indy Lites cut the powder, the slush, and the mustard.

Last year's Indy Lites earned the reputation as the lightest, most maneuverable, and most forgiving machines on snow. Their precision-built, Indy style powerplants flat-out blew the sidepanels off competitive machines. All boasted the famous Polaris Independent Front Suspension, which allowed them to handle the worst curves and bumps with uncommon ease.

That was '92. This year, we brought them even further. Welcome to the big leagues. For '93, each and every Indy Lite machine has been fitted with the new Sport rear suspension, borrowed from

the much respected Polaris Indy Sport, which makes riding an all-day pleasure. Stretching out beneath the suspension is a new 121" (133.5" on the GTs), block-pattern track, which enhances traction and makes the Lite even more incredibly maneuverable. We added a standard Indy upper steering bracket for firmer cranking through the turns. And finally, helping to move it all down the trail is a brand new drive train (121" track only), which has the Indy Lites jumping faster than a swift kick in the pants. All at a price that easily represents the best value on snow.

Indy Lite/Lite Deluxe

The 1993 Indy Lite and Indy Lite Deluxe have the unique distinction of being the lightest full-size sleds in the world with IFS. With the power and speed generated by their 340 twin cylinder fan-cooled engines, they both well deserve the industry's leading suspension. It's this combination of suspension and engine that earns the Indy Lites the reputation for being the easiest handling, most responsive of any economy sled available. Every report we've seen concerning these sleds tells what a joy they are to ride. But then we know the truly exciting thing about them is just how little they cost. Both Indy Lite and the Indy Lite Deluxe come with long-travel "Sport" style rear suspension, new 121" track, low-profile 8.0 gallon gas tank, hood and rear storage, plus a new drive train for improved acceleration and fuel economy. The Deluxe model includes handwarmers and electric start.

Shown with accessory front bumper.



Indy Lite's classic Independent Front Suspension (IFS) handles curves and bumps with ease.

Indy Lite GT

For those who prefer Indy Lite manageability in a two-up sled, the affordable Indy Lite GT more than fits the bill. Its 133.5" in-line block pattern track easily handles the extra demand, and does the 340 engine's dirty work with surprising results. IFS and a long-travel "Sport" rear suspension smooth all the bumps, and an optional reverse gear gets you out of the tightest spots. A rear cargo rack and tow hitch allow you to split the riding time between work and pleasure. Other standard equipment includes speedometer, tripmeter, hood and rear storage, front bumper and low-profile 8.0 gallon fuel tank.



The GT's longer, 133.5" track provides for passenger comfort and allows for better traction.

Indy StarLite

There are certain types of riders who think macho isn't measured in cubic centimeters. Or in being able to boast about the amount of money spent on owning a machine. For them snowmobiling is spending time on a sled that's a joy to handle. The Indy StarLite is one such machine. Built with the famous Polaris Independent Front Suspension (IFS), a new 121" block pattern track, and "Sport" style rear suspension, the StarLite absorbs the nastiest curves and the wickedest bumps with uncommon ease. Because it's so light, cornering becomes poetry in motion, a ready-made example of perfect control. Powered by a fan-cooled 250 engine, it has all the torque you need to handle whatever the trail dishes out. There's also hood and rear storage, plus a new drive train for improved acceleration and fuel economy.

Shown with accessory front bumper.



A full-size, 121" track allows the Indy StarLite to go virtually anywhere.

Indy StarLite GT

For the perfect combination of affordability, handling, and two-up fun, the Indy StarLite GT simply can't be beat. Like the StarLite, the GT is the lightest sled in its category to sport Polaris Independent Front Suspension (IFS). Unlike the StarLite, it has a two-up seat, and a 133.5" in-line block track, for better traction under bigger loads. In addition, the Indy StarLite GT comes standard with a front bumper, "Sport" style rear suspension, adjustable handlebars, plus a rear storage rack and tow hitch for when there's work to be done.



A rear storage rack provides ample room for whatever needs carrying.



Turn up the body heat.

Okay so when you're riding a Polaris, the world sees about as much of you as a major-league fastball. But you gotta stop sometime. And when you do you can't expect to get by on the sled's good looks alone. You might have to get up and walk away from it at some point. With Polaris WinterWear, everyone knows you're the one who

owns the Polaris. And not just by the stylish color scheme either. Since all Polaris clothing is made from a combination of Gore-Tex®, Supplex®, Ultrex™ and Thinsulate™ materials, you'll be the one staying warm, dry and comfortable. As well as the only one in the group who doesn't look like an overstuffed pillow.

1



1a. XLT midweight leather jacket and bib by Hein Gericke. All leathers are sold as separates.

1b. Storm leather jacket and bib by Hein Gericke.

2. Women's Slimline bib with Supplex® nylon and Thinsulate™ with dropseat.

3a. Men's deluxe black Indytech Supplex® nylon Bib with Thinsulate™ Lite Loft. Bib also features Ultrex™ for waterproof, breathable, and windproof performance. New deluxe embroidered graphics add fashion and style.

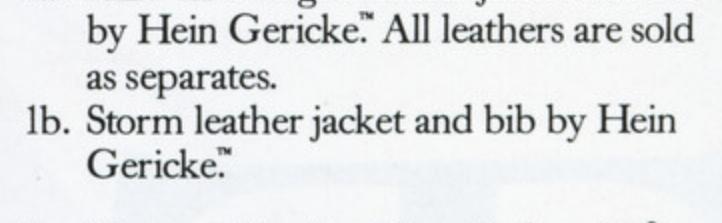
3b. Women's Fullcut Supplex® nylon bib with dropseat. Also available in new Women's Indytech options featuring Ultrex™ waterproof, breathable treatment and warm, lightweight Thinsulate™ Lite Loft insulation.

4a. Polaris Ace leather casual jacket by Hein Gericke.

4b. Polaris USA Performance jacket.

Drum-dyed cowhide leather sleeves and accents with wool melton cloth body. Chenille crested front with bold back embroidery.

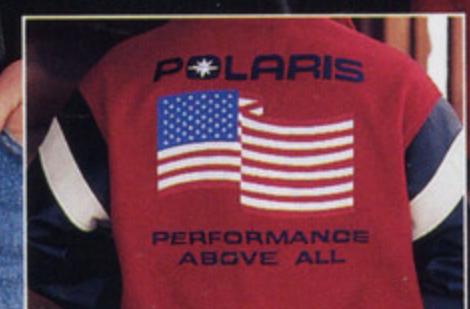
2



3



4



5



500 EFI/440



RXL



XLT



Storm/StarLite



Classic 500



Sport



Trail



b



7

5a. Polaris Wedge fullface fiberglass helmets by Bell®. Dual lens shield standard.

5b. Polaris premium openface fiberglass helmet by Bell®.

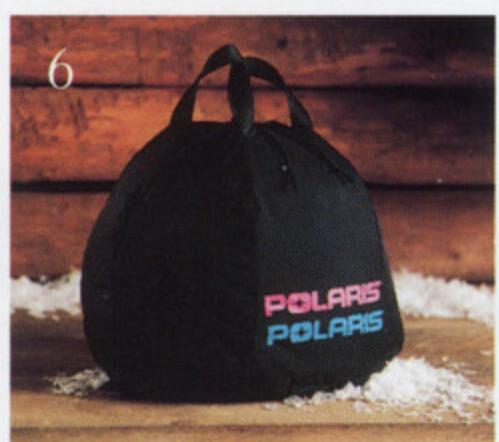
6. Deluxe nylon helmet bag with sherpa.

7. Men's Competition jackets with Supplex® nylon and Thinsulate™ Lite Loft. Jackets feature bold sleeve and back embroideries.

a. Indy 500 EFI/440/Lite Competition jacket

b. Indy XLT Competition jacket

c. Indy Storm/StarLite Competition jacket



8. Women's Supplex® nylon jackets with Thinsulate™ Lite Loft.

a. Women's Indy 500 EFI/440/Lite jacket

b. Women's Indy Storm/StarLite jacket

c. Women's Indy XLT jacket

9. Polaris Polartec™ 100% Dacron™ polyester fleece heavyweight layerwear/long underwear. Crew neck top and no fly pant. Unisex.





- 1a. RXL midweight leather bib and jacket by Hein Gericke™. Snap out vest with Thinsulate™. Silicone embossed back graphic.
- 1b. 500 EFI/440 leather jacket by Hein Gericke™. Matching bibs also available.
- 1c. Polaris/Hein Gericke™ Black leather jacket and bib.

- 2a. Youth Competition jacket with Polaris screened back.
- 2b. Youth Star jacket. Also pictured with Youth black bib with grow-in leg feature.



- 3a. Polaris nylon/leather mid-cuff zip glove with Thinsulate™. Red & black. Also available in blue & black; black & gray.
- 3b. Sizzler high gauntlet all leather black glove and mitt with Thinsulate™.
- 3c. Indy Competition all leather glove with Thinsulate™. Black, red, aqua, navy. Also available in black, hot pink, blue, white; and black, lavender, blue, berry.
- 3d. Gore-Tex® nylon and leather glove with Thinsulate™.
- 3e. Polaris Component system glove: nylon and leather outer shell glove with Thinsulate™ and removable Polartec™ fleece interior glove. Black, red, aqua. Also available in black, blue, and white.

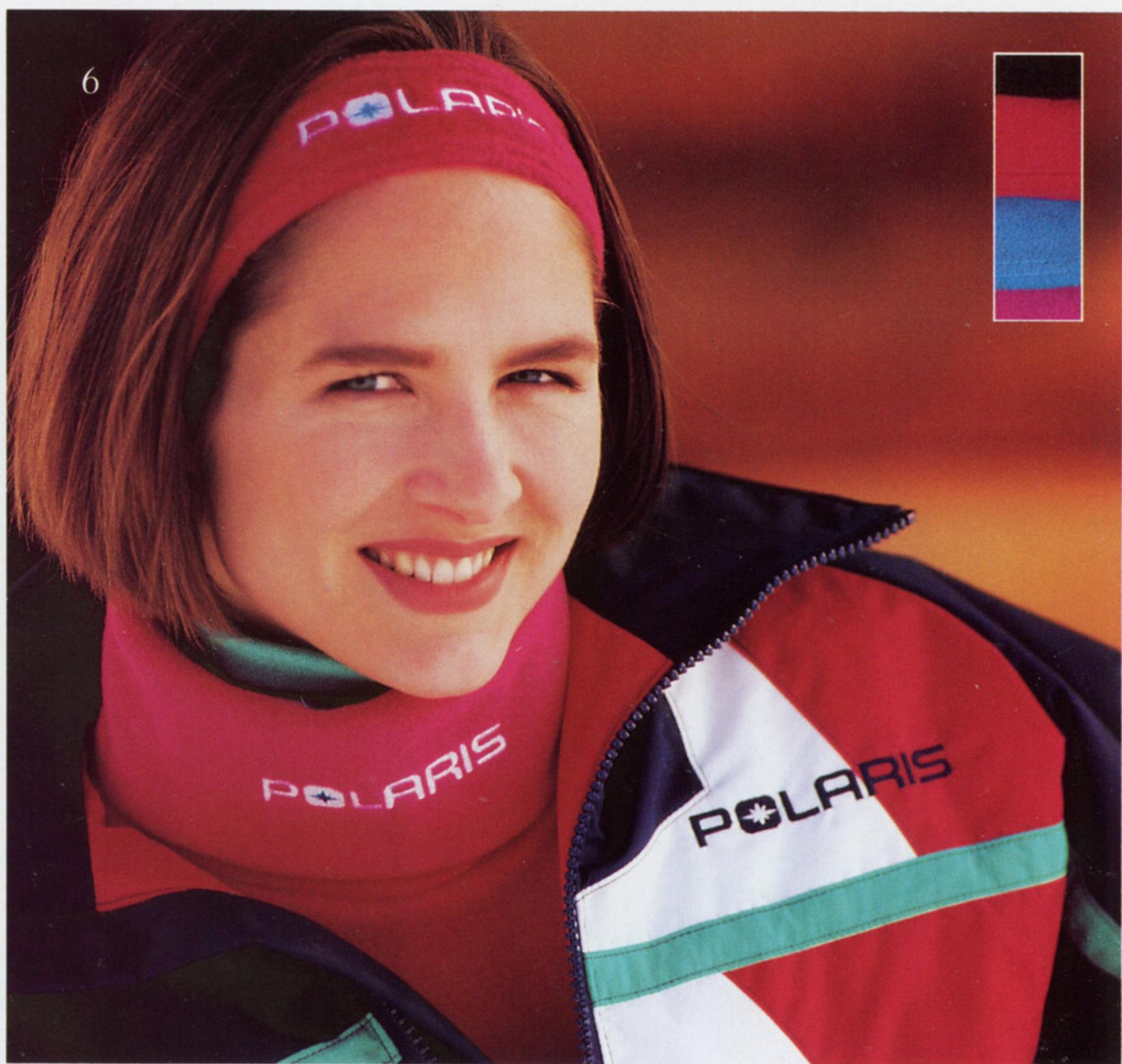


- 4a. Polaris 750 Indy Storm jersey; b. Polaris 580 Indy XLT jersey; c. Polaris Indy 500 EFI jersey; d. Polaris Racing jersey.





5. • Polaris Polartec™ stretch fleece balaclava. Black. Superior warmth and wicking without the bulk.
 • Polaris lightweight nylon balaclavas. Black, red, and royal color options.
 • Polaris X-long knit facemasks. Available in red, blue, navy, gray, hot pink, burgundy, and black.



6. • Polaris Polartec™ 200 embroidered fleece headbands. Available in red, pink, peacock blue, and black.
 • Polaris Polartec™ 100 embroidered fleece neck gators. Available in red, pink, peacock blue, and black.

7. Acrylic knit stocking hats for your favorite Indy.
 8. • Polaris Polartec™ 200 fleece zip pullovers with Supplex® nylon accents. Polaris outline arm embroidery. Available in black with peacock blue and peacock blue with black.
 • Polaris Polartec™ 200 black fleece warmup pant. Great as a layering piece or for just kicking around.

9. Polaris kidney belt.
 10. Polaris Indy embroidered black knit watch cap. Polaris Thermax® snowmobile pom and stocking hats. Available in red & white, black & hot pink, and black & blue. Embroidered.



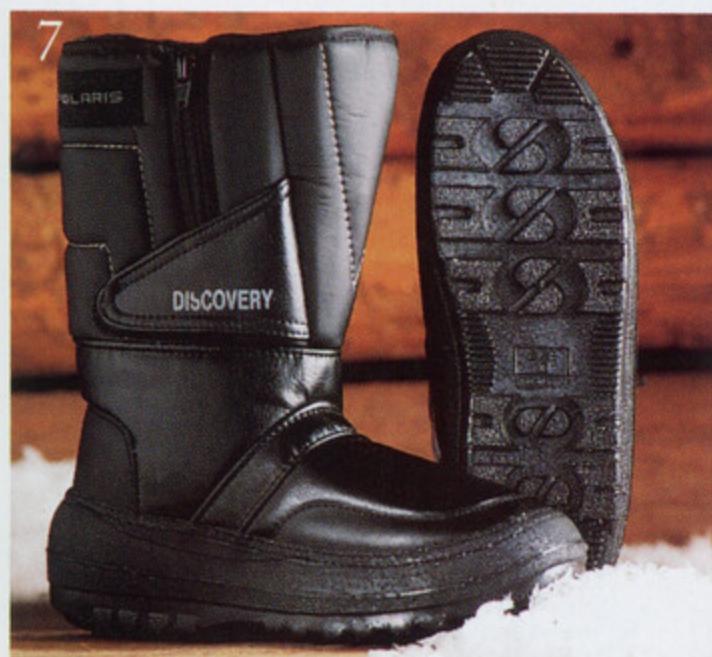
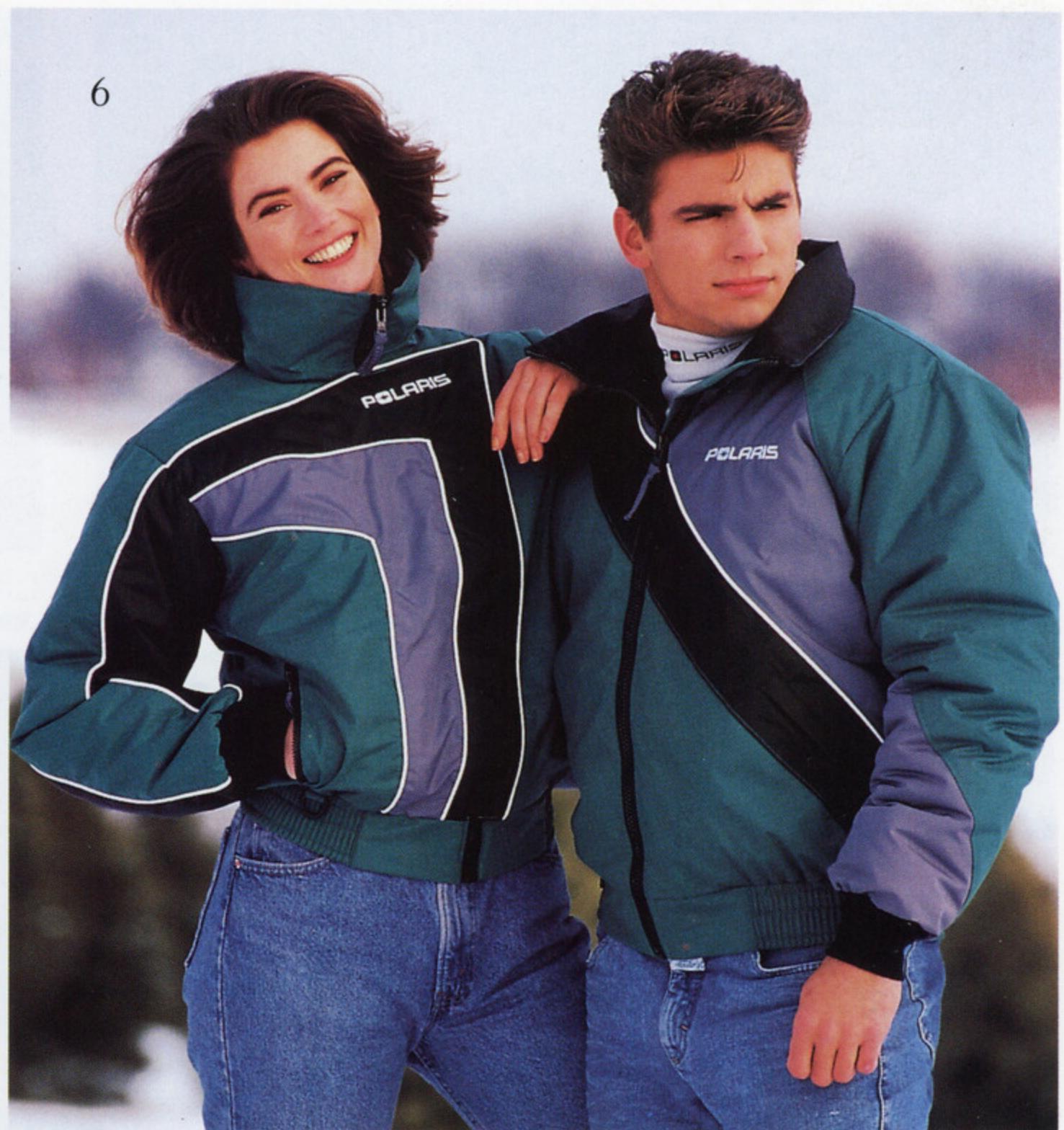






1. Men's and Women's Explorer LS 3/4 length jackets with Supplex® nylon outershell and Thinsulate™ Lite Loft. Performance oriented, stylish jackets for storage, convenience, and warmth not available on traditional jackets.
2. Men's and Women's Classic 500 Supplex® nylon jackets with Thinsulate™ Lite Loft. Women's navy Fullcut Indytech Supplex nylon bib with Ultrex™ waterproof/breathable treatment. Men's deluxe navy Indytech Supplex nylon bibs with Ultrex™.
- 3a. Polaris Gore-Tex® Expedition 3-in-1 jacket system and bib. Windproof, waterproof, breathable, and guaranteed to keep you dry. This is the ultimate all weather snowmobile outerwear system.
- 3b. The interior jacket is easily zipped on or off to provide three different jacket combinations depending on your needs. Both jackets feature Thinsulate™ Lite Loft insulation.
- 4a. Men's Sport Supplex® nylon jacket with Polartec™ 100 fleece collar.
- 4b. Polaris Flight jacket features navy satin and 6 ounces of polyfil insulation. Constructed and styled from rigorous military specifications.





12. • Polaris No-Fog™ high performance neoprene breath deflector.
• Heat reflective metallic glove and sock liners.
• HG-2 leather cleaner and conditioner and leather waterproofer.
• Smith® No-Fog cloth for goggles.

13. Polaris Mandarin collar black turtleneck offers fashion and performance.



5. Men's RXL Performance jacket with Supplex® nylon and Thinsulate™ Lite Loft. Women's RXL Supplex® nylon jacket.

6. Men's and Women's Trail Supplex® nylon jackets. Men's Trail jacket features Polartec™ 100 fleece collar and Women's Trail features stylish overlap construction.

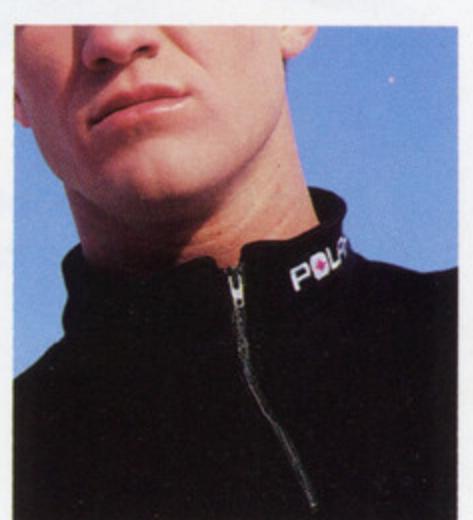
7. Polaris lightweight Discovery boot features EVA countersole and removable foam liner.

8. Polaris Challenger boot offers lace up security with convenient side zip. Full wool felt liner.

9. Polaris Explorer II premium leather top boot with rubber bottom. Secure lace up. Full wool felt liner for warmth with sherpa top, and tough non-skid sole for traction.

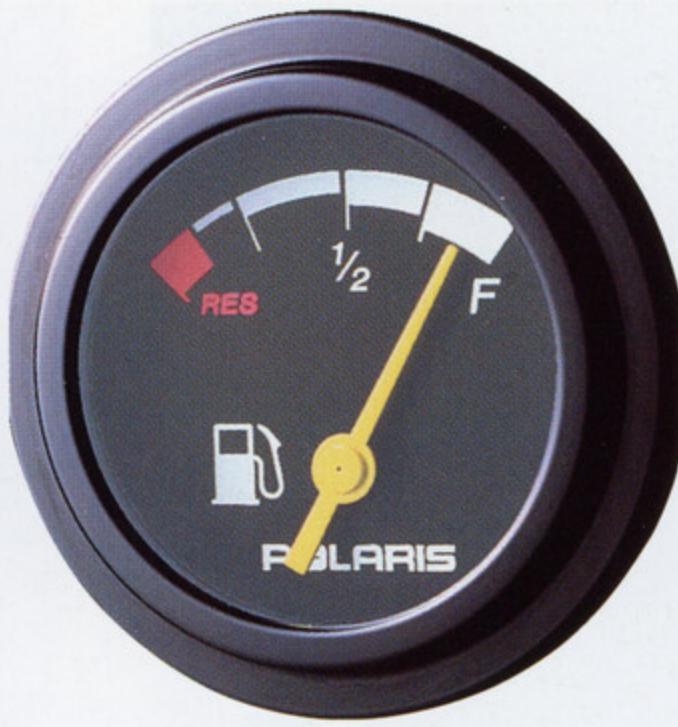
10. Polaris embroidered 50/50 cotton/polyester turtlenecks are offered in an array of fashionable colors to coordinate you and your sled.

11. • Replacement fullface shields.
• Openface clear shield.
• Smith® Caribou PMT dual lens goggles with Polaris strap. Available in clear and gold lens options.
• Anti-fog clear goggles.





Get better traction and flotation with extended modified block pattern kits. Available in 133.5" and 141" options.



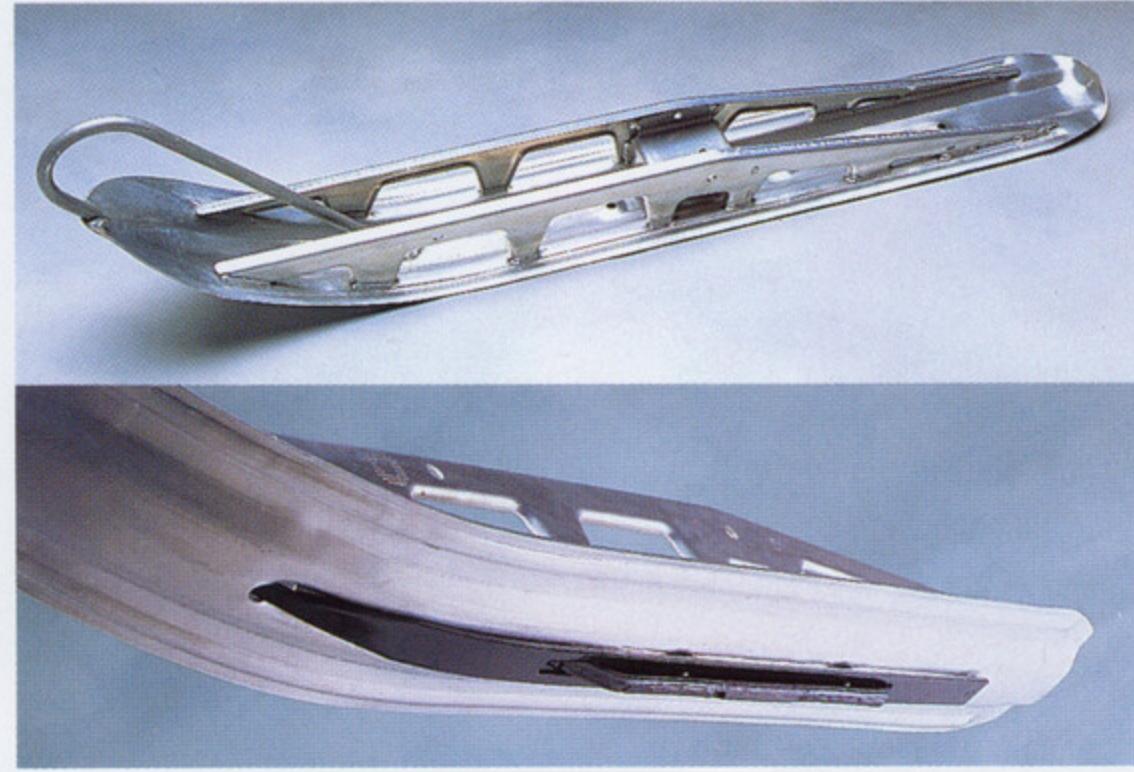
An electric fuel gauge for accurate fuel readings.



A two-up seat with backrest kit lets you ride comfortably in tandem.



Aerodynamic, stylish low windshield fits all Indys, excluding Lites.
New mid-height shield also available.



High performance aluminum ski reduces unsprung weight. E-Z steer skag improves steering on all snow conditions.



Polaris has a variety of nylon and vinyl touring bags to fit your Indy.



a-b. Polaris premium canvas covers fit all Polaris snowmobiles, and protect the machine from the elements.



b.



c. Polaris Super covers fit most Polaris snowmobiles (shown in RXL low windshield version) and are weatherproof and sun resistant.

d.

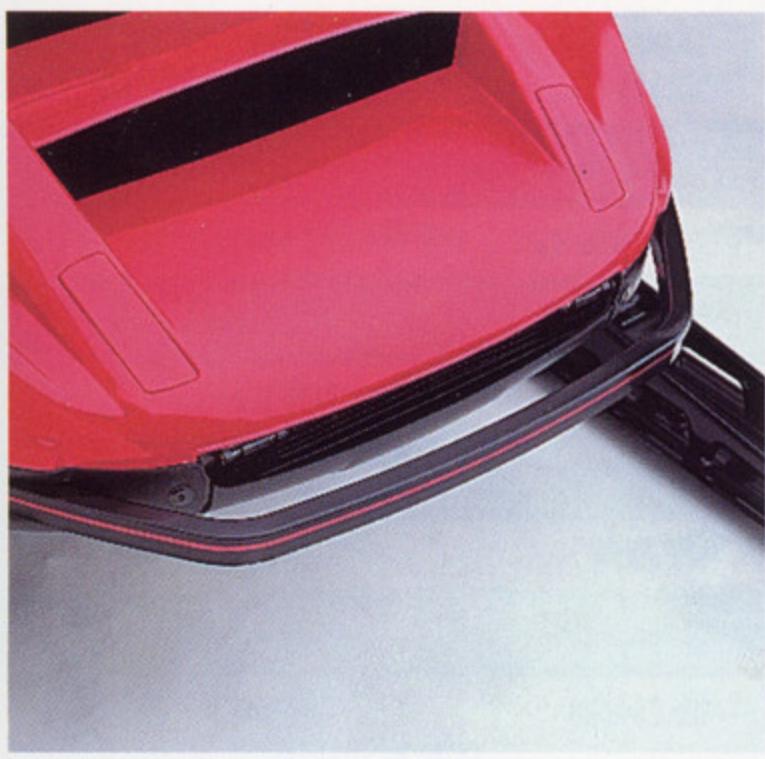
d. New Indy ski boot with suspension cover protects your skis.



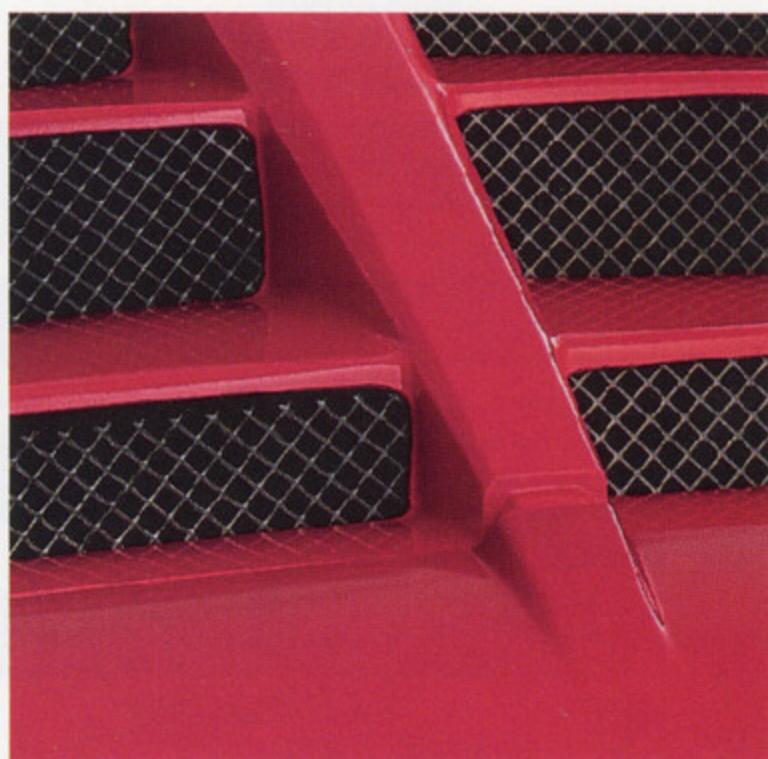
Indy suspension cover protects the trailing arm and suspension from the elements while trailering.



Cargo carrier provides additional hauling capacity for your Indy.



Accessory front bumper protects your sled from damage.



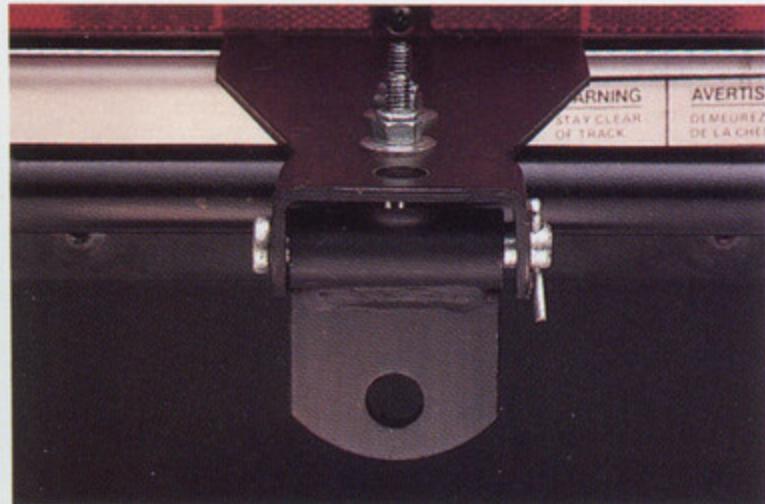
Polaris screen kits keep snow and debris out of the engine compartment.



Reverse gear kits allow for easy maneuvering in tight areas.



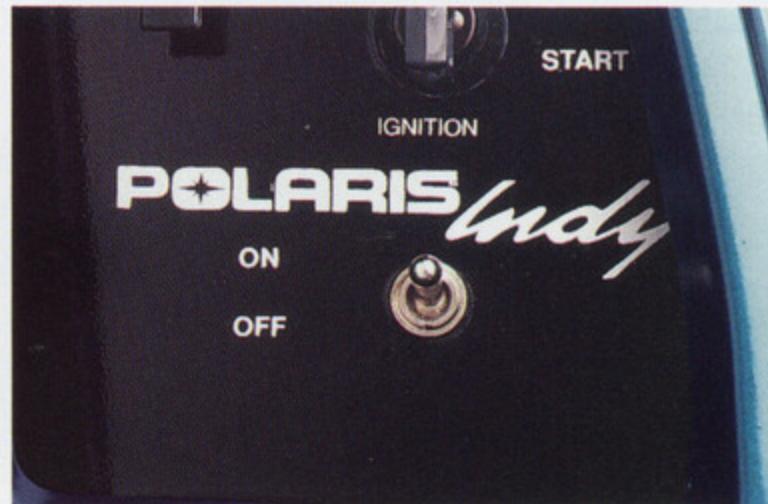
Polaris jackstand.



Tow hitches to fit all Indys.



Low oil warning light indicates when to add oil.



Thumb and handwarmers make riding in extreme conditions more fun.



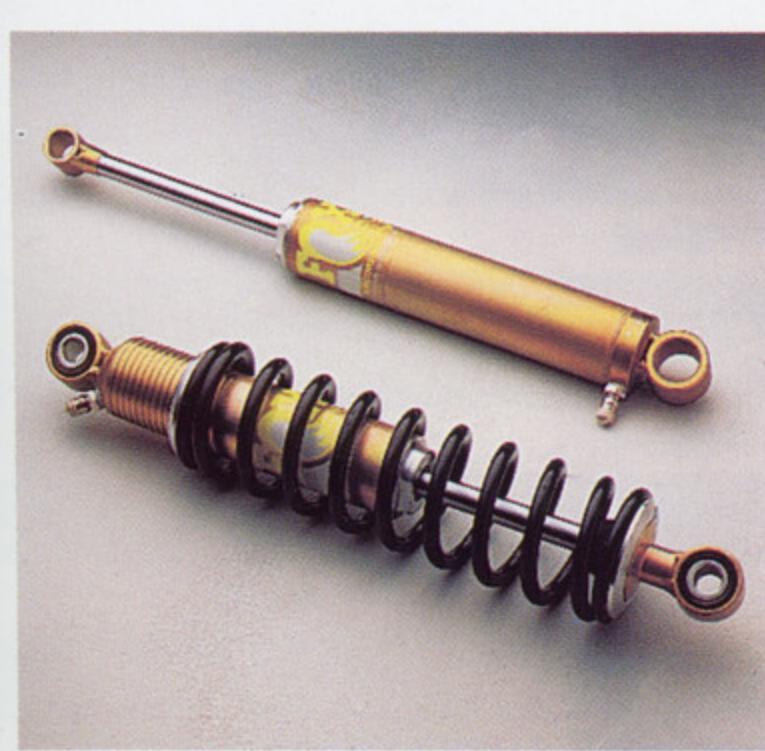
Easy starts with turn of a key.



Tank touring bag with map holder.



Polaris duffle bags carry all your gear, and come in all shapes and sizes.



Smooth the ride on your Indy with Fox® gas shocks.



Polaris easy throttle control is easy on thumbs.



Anti-theft device locks throttle and kill switch.

1993 SPECIFICATIONS	INDY STARLITE	INDY STARLITE GT	INDY LITE (INDY LITE DELUXE)	INDY LITE GT	INDY SPORT	INDY TRAIL	INDY TRAIL DELUXE
Engine Type (cc)	244 Fan-cooled Single	244 Fan-cooled Single	339 Fan-cooled Twin	339 Fan-cooled Twin	432 Fan-cooled Twin	488 Fan-cooled Twin	432 Fan-cooled Twin
Carburetion	1-VM30SS Slide	1-VM30SS Slide	2-VM30SS Slide	2-VM30SS Slide	2-VM34SS Slide	2-VM34SS Slide	2-VM34SS Slide
Bore x Stroke (mm)	72 x 60	72 x 60	62.3 x 55.6	62.3 x 55.6	67.72 x 60	72 x 60	67.72 x 60
Lubrication	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
Ignition	CDI	CDI	CDI	CDI	CDI	CDI	CDI
Alternator Output	12V 150W	12V 150W	12V 150W	12V 150W	12V 200W	12V 200W	12V 200W
Lighting	Incandescent	Incandescent	Incandescent	Incandescent	Incandescent	Incandescent	Halogen
Length (in./cm)	105/266.7	115/292.1	105/266.7	115/292.1	106.25/269.9	106.25/269.9	113/287
Width (in./cm)	37.9/96.2	37.9/96.2	37.9/96.2	37.9/96.2	41.62/105.7	43.12/109.5	41.62/105.7
Height (in./cm)	44/111.8	48/121.9	44/111.8	48/121.9	44/111.8	44/111.8	45/114.3
Dry Weight (lbs./kg)	380/172	400/181	402/182 (418/190)	422/191	425/193	440/200	464/210
Ski Stance (in./cm)	36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7	38/96.5	36.5/92.7
Track Width (in./cm)	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1
Track Length Overall (in./cm)	121/307.3	133.5/339	121/307.3	133.5/339	121/307.3	121/307.3	133.5/339
Track Pattern	Block	In-line Block	Block	In-line Block	Block	Block	In-line Block
Torsion Bar	Optional	Optional	Optional	Optional	Optional	Standard	Standard
Rated Fuel Capacity (U.S. gals./Imp./liters)	8/6.7/30.28	8/6.7/30.28	8/6.7/30.28	8/6.7/30.28	11.9/9.9/45.04	11.9/9.9/45.04	11.9/9.9/45.04
Rear Suspension	Slide Rail 6" Travel	Slide Rail 6" Travel	Slide Rail 6" Travel	Slide Rail 6" Travel	Slide Rail 6" Travel	ITS 7.75" Travel	ITS 7.75" Travel
Brake Type	Mechanical Disc	Mechanical Disc	Mechanical Disc	Mechanical Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc
Storage	Rear of Seat & 2 Hood Boxes	Rear of Seat & 2 Hood Boxes	Rear of Seat & 2 Hood Boxes	Rear of Seat 2 Hood Boxes	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest
Speedometer/Tripmeter	Optional	Optional	Standard	Standard	Standard	Standard	Standard
Tachometer	N/A	N/A	N/A	N/A	Optional	Standard	Optional
Front Bumper	Optional	Standard	Optional	Standard	Standard	Standard	Standard
Electric Start	N/A	N/A	Optional (Standard)	Optional	Optional	Optional	Optional
Electric Fuel Gauge	N/A	N/A	N/A	N/A	Optional	Optional	Optional
Instrument Lights					Handwarmer	High Beam, Low Oil, Handwarmer	High Beam, Low Oil, Handwarmer
Adjustable Handlebars	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Reverse Gear	N/A	N/A	Optional	Optional	Optional	Optional	Optional
Mirrors	Optional	Optional	Optional	Optional	Optional	Optional	Standard
Backrest/2-Up Seat	N/A	Optional/Standard	N/A	Optional/Standard	Optional	Optional	Standard
Handwarmers	Optional	Optional	Optional (Standard)	Optional	Standard	Standard	Standard
Thumbwarmer	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Storage Rack	TBA	Standard	TBA	Standard	Optional	Optional	Optional
Tow Hitch	Optional	Standard	Optional	Standard	Optional	Optional	Optional
Carbide Ski Runners	Optional	Optional	Optional	Optional	Optional	Standard	Optional
Easy Throttle System	N/A	N/A	N/A	N/A	Optional	Optional	Optional

INDY WIDETRAK	INDY 440 (SKS)	INDY XCR	INDY CLASSIC (INDY CLASSIC TOURING)	INDY 500 EFI (SKS)	INDY XLT (SKS) (INDY XLT SPECIAL)	INDY RXL (SKS)	INDY STORM (SKS)
488 Liquid-cooled Twin	432 Liquid-cooled Twin	432 Liquid-cooled Twin	488 Liquid-cooled Twin	488 Liquid-cooled Twin	579 Liquid-cooled Triple	648 Liquid-cooled Triple	744 Liquid-cooled Triple
2-VM34SS Slide	2-VM34SS Slide	2-VM38SS Slide	2-VM38SS Slide	2-46mm Throttle Bodies	3-VM34SS Slide	3-46mm Throttle Bodies	3-VM38SS Slide
72 x 60	67.72 x 60	67.72 x 60	72 x 60	72 x 60	64 x 60	67.72 x 60	69.72 x 65
Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
CDI	CDI	CDI	CDI	CDI	CDI	CDI	CDI
12V 200W	12V 200W	12V 200W	12V 200W	12V 200W	12V 170W	12V 180W	12V 170W
Halogen	Halogen	Halogen	Halogen	Halogen	Halogen	Halogen	Halogen
128/325.1	106.25/269.9 (113/287 for SKS)	106.25/269.9	106.25/269.9 (113/287 for Touring)	106.25/269.9 (113/287 for SKS)	106.25/269.9 (113/287 for SKS)	106.25/269.9 (113/287 for SKS)	106.25/269.9 (113/287 for SKS)
41.62/105.7	43.12/109.5 (41.62/105.7)	43.12/109.5	43.12/109.5 (41.62/105.7)	43.12/109.5 (41.62/105.7)	43.12/109.5 (41.62/105.7 for SKS)	43.12/109.5 (41.62/105.7)	43.12/109.5 (41.62/105.7)
49/129.5	44/111.8	38.5/97.8	45/111.8 (44/114.3)	44/111.8	44/111.8 (38.5/97.8 for Special)	38.5/97.8 (44/111.8)	38.5/97.8 (44/111.8)
586	454/206 (462/210)	458/208	464/210 (510/231)	475/215 (482/219)	469/213 (478/217) (471/214 for Special)	508/230 (516/234)	
36.5/92.7	38/96.5 (36.5/92.7)	38/96.5	38/96.5 (36.5/92.7)	38/96.5 (36.5/92.7)	38/96.5 (36.5/92.7 for SKS)	38/96.5 (36.5/92.7)	38/96.5 (36.5/92.7)
20/50.8	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1
156/396.2	121/307.3 (133.5/339)	121/307.3	121/307.3 (133.5/339)	121/307.3 (133.5/339)	121/307.3 (133.5/339 for SKS)	121/307.3 (133.5/339)	121/307.3 (133.5/339)
Block	Block (In-line Block)	Block	Block (In-line Block)	Block (In-line Block)	Block (In-line Block for SKS)	Block (In-line Block)	TBA (In-line Block)
Optional	Standard	Standard-Adjustable	Standard	Standard	Standard	Standard	Standard
10/8.3/37.8	11.9/9.9/45.04	7.3/6.1/27.7	11.9/9.9/45.04	11.9/9.9/45.04	11.9/9.9/45.04	11.9/9.9/45.04	10.7/8.9/40.49 Premium only on Indy Storm (SKS).
Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS Gas Shocks	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS (Gas Shocks on Special)	Parallel Link Trailing Arm IFS	Parallel Link Trailing Arm IFS
Slide Rail 6" Travel	ITS 7.75" Travel	Slide Rail IFP Gas Shock 7.5" Travel	ITS 7.75" Travel	ITS 7.75" Travel	ITS (IFP Gas Shock on Special) 7.75" Travel	ITS 7.75" Travel	ITS 7.75" Travel
Mechanical Disc	Hydraulic Disc	Liquid-cooled Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Liquid-cooled Hydraulic Disc	Liquid-cooled Hydraulic Disc
Under Seat	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest	Rear of Seat & Toolbox at Footrest
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Optional	Optional	Optional	Optional (Standard)	Optional	TBA	N/A	N/A
N/A	Optional	N/A	Optional (Standard)	Optional	Optional	Optional	N/A
High Temp., Reverse, High Beam, Low Oil	High Beam, Low Oil, High Temp., Handwarmer	High Beam, High Temp., Handwarmer	High Beam, Low Oil, High Temp., Handwarmer	High Beam, Low Oil, High Temp., Low Battery, System Readiness, Handwarmer	High Beam, Low Oil, High Temp., Handwarmer	High Beam, Low Oil, High Temp., Handwarmer	High Beam, Low Oil, High Temp., Handwarmer
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Optional	Optional	Optional/Standard	Optional	Optional	Optional	Optional
Optional	Optional	Optional	Standard	Optional	Optional	Optional	Optional
Standard	Optional	N/A	Optional (Standard on Touring)	Optional	Optional	Optional	Optional/N/A
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Optional	Standard	Standard	Standard	Standard	Standard	N/A	Standard
Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Standard	Standard (E-Z Steer Skags on 440 non SKS)	Standard	E-Z Steer Skags	Standard	Standard	Standard	Standard
Optional	Standard (Optional)	N/A	N/A	N/A	Optional	N/A	N/A



Photography taken at Targhee National Forest. Thanks to Island Park Village and Freemont County.
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